

one hundred and forty-three thousand four hundred and seventy persons, or twenty-seven thousand seven hundred and twenty-four more than in the year 1833. On the Baltimore and Ohio Rail Road the travel in 1833, had already increased six fold between Baltimore and Fredericktown.

In the year 1832, it was estimated by the engineer who made the preliminary survey that there might be expected daily upon the Winchester and Potomac rail road, twenty-four passengers. The road was opened early in the year 1836, and the average daily number was thirty-six for the first months, and of these months only, have we seen the returns. In March the number was 436, in July (1st to 15th) it had increased to 1548. In the year 1830, the Engineers who made the preliminary survey of the Baltimore and Washington Rail Road, after careful inquiry were of opinion that the average daily travel between those cities then was one hundred. The first year the rail road was used, the travel upon it amounted to 75,416, or more than twice the former number. The Jamaica (Long Island) rail road, the failure of which was so confidently anticipated that it was said the grass would grow upon it in less than six months, did nevertheless convey seventy thousand passengers from May to December, 1836.

These examples of the effect of rail roads are cited, because they are nearly all of them under the eye of the commissioners, and because they relate to old and well established routes on which were already the most perfect modes of conveyance known before the improved locomotive engine came into use.

In Europe the effect of such improvements is also very great.

In England it is assumed that a probable estimate of the increase of travel on rail roads, would be two fold on the average of the three preceding years, and in accordance with this we learn that before the Liverpool and Manchester rail road was made, the daily average between those cities was four hundred and fifty. In 1835, it had increased to 1300, and on the Dublin and Kingston rail road, the increase was nearly in the same proportion.

The beneficial influence of improved modes of conveyance upon productive industry also is every where strikingly manifested. The history of the roads and canals